

THE BLIZZARD

Still Raging Throughout the Entire Country.

Many Lives Lost and Property Destroyed.

The Life-Saving Corps in the East Kept Busy.

AT NORFOLK, VA.

Norfolk, Va., January 9.—The gale which began in this section yesterday afternoon, and which is still prevailing, is the severest for a long time. Snow has not fallen, but the shipping is detained and there is much damage on land and water. While no serious disasters have yet been reported, awnings, signs, fences and trees were blown down and great apprehension was felt between 2 and 4 o'clock this morning that many houses would also yield to the gale. All northern bound steamers and mails are delayed.

AT SAVANNAH, GA.

Savannah, January 9.—There was a light fall of snow here this morning, the first in six years.

AN KNOXVILLE, TENN.

Knoxville, January 9.—The lowest temperature reached here was 2° below zero, at 10 o'clock this morning. This is the coldest weather known at Knoxville in many years.

AT WASHINGTON, D. C.

Washington, D. C., January 9.—It has been storming at intervals all day and is snowing hard this evening. The mercury at 7 p. m. is 14 degrees above zero, with every indication of falling to zero before morning, as the cold is increasing hourly. The mails this morning, from every direction, were delayed several hours, and the heavy downfall of snow put a stop to the work at the capital. The race sleighing is excellent and Pennsylvania avenue has been crowded all day with equipages of every description, from the most fashionable turn-out to a dry goods box placed upon runners, the whole presenting an unusual scene of gaiety and animation.

IN VIRGINIA.

Harrisonburg, Va., January 9.—A terrific blizzard struck this place about night-fall last evening and left ten inches of snow this morning. The mercury has been falling all day and is now 10 degrees above zero. If the cold wave continues much longer it will greatly owing to a scarcity of food.

AT MACON, GA.

Macon, Ga., Jan. 9.—A blizzard lasting 24 hours, during which the mercury went down to 12 degrees below zero, set in and the temperature is now 16°.

IN NORTH CAROLINA.

Arlington, Jan. 9.—The cold wave reached here at 2 a. m. The highest velocity of the wind was 25 miles, at midnight 39 miles, and at Fort Mifflin 62 miles. The thermometer here at 4 p. m. registered at 25 above. The fall in the last 24 hours was 22 degrees.

AT AUGUSTA, GA.

Augusta, Ga., Jan. 9.—The cold wave struck here last night. The thermometer 16 degrees below zero and growing colder. The weather is clear with a stiff wind from the northwest.

THE RAILROADS IN KANSAS.

Kansas City, January 9.—The railway blockade in Kansas is beginning to be raised, though the work has progressed slowly. It is hoped that by to-morrow the tracks will be cleared sufficiently to enable regular trains to resume. Local trains have been run on the westward roads but no through trains have yet arrived. The first one is expected to come in over the Santa Fe at midnight. The trains on the roads running east from here have not been seriously delayed. The winds have subsided and the temperature here stands at five degrees below zero to-night and rising. The following has been the condition of affairs to-day: The Kansas Pacific, running to Rockville; Santa Fe running local trains; Burlington and Missouri River blocked; Missouri Pacific open to Atchison and St. Joe. The Kansas City, St. Joe and Council Bluffs had a blockade at Pacific Junction, but is clear now.

An arm of laborers have been sent out with hoes, and every effort will be made toward the removal of the blockade.

AT NEW YORK CITY.

New York, January 9.—The storm which raged all of last night with unabated fury, still continued during the day. It was accompanied by a very high wind which caused drifts in sheltered places. It also had the effect of delaying travel of the city to a great extent. The ferry boats took about double their usual time to make trips. Travel on the elevated railways was also attended with slight delays. The greatest delay, however, was met with in street car travel. Sweepers and snow ploughs were brought into use. The teams were doubled up in the cars, still there was great difficulty in getting along. Blockades frequently occurred by cars becoming derailed. The storm seriously interfered with the prompt arrival of the mails.

A number of vessels parted their hawsers and went floating at the mercy of the wind and tide. At least two are missing and have probably floated out to sea.

A DANGEROUS SITUATION.

Shenandoah, January 9.—A heavy snow storm set in here at midnight last night and still continues, making the situation at Boston Run complicated and dangerous. Those who have charge of the place report heavy workings of the surface and great falls during the night. As yet, however, the dwellers remain suspended over the treacherous bench, but there is no possible hope of saving any of them. The families, with but few exceptions have vacated and sought shelter in the different neighboring houses.

AT BOSTON.

Boston, January 9.—The storm that commenced here last night still continues and during the night the wind attained a velocity of sixty miles. The barometric record is the lowest since 1877, being 28.86. The snow has severely interfered with street car travel and the railway trains are all delayed.

PROBABLY LOST AT SEA.

Newburyport, Mass., Jan. 9.—The blizzard, the severest storm for many years has been raging here to-night the past twelve hours. The schooner, George Freeman, Captain Thurston with a crew of five men, went out of this port yesterday afternoon and nothing has yet been heard from her.

AT BALTIMORE.

Baltimore, Md., January 9.—The snow storm which began early last night continued until nearly noon to-day, when a depth of nine inches had fallen. All the railways were blocked and the trains were from five to seven hours behind time.

THINKS IT IS OVER.

St. Paul, January 9.—Signal Officer Lyons says every indication shows that the force of the cold wave is broken, but as a matter of fact it will be some time before the weather will become very moderate. At Helena the mercury registered 8 degrees above, which shows, conclusively, that the wave has left this section of the country and ran very rapidly down the Missouri valley. The wave will probably strike Chicago to-night or some time to-morrow morning, and travel thence eastward.

The lowest point reached was at Minnedosa, Manitoba, where the thermometer registered 52 degrees below.

St. Vincent reported 41 degrees below. The rise in the temperature in the northwest, Mr. Lyon thinks, will be quite perceptible by to-morrow. The weather reports from railways differ but little from these from the signal office.

IN IOWA.

Chicago, January 9.—The telegraph officials state that the storm was more destructive in Iowa than they have known before in many years. A sleet storm on Tuesday swept down poles and wires from northern Iowa to southern Kansas and before the lines could be restored the present fierce storm broke, completing the work of destruction. For a time yesterday very few lines were available at all in Iowa, but the situation has since begun to improve somewhat. The cold has been so intense in addition that it made the work of repairing a very serious one. Four engines were sent out from Omaha this morning with a gang of repairing linemen and the service west of Omaha is showing some signs of improvement. There are no signs yet of the railway companies being able to relieve their snowbound trains in central Iowa.

AT DES MOINES.

Des Moines, January 9.—The intense cold has kept up all day, the mercury not getting above 14 or 15 below. The thermometer registered 20 below zero early this morning. The railways diverging from this point are in a worse condition to-day than yesterday. The intense cold has hindered the work of clearing tracks and most of the north and south lines have laid off until milder weather. Eastern trains have arrived, but are late.

AT CLEVELAND.

Cleveland, Ohio, January 9.—The storm which began here last evening continues to-night. It has snowed furiously all day.

AT BURLINGTON.

Burlington, January 9.—A terrific blizzard prevailed here all night. The weather is now clear, but the mercury is still 10 below.

IN PENNSYLVANIA.

Pittsburg, Pa., January 9.—Nearly two feet of snow covers all sections of Western Pennsylvania. The storm which set in at 6 o'clock last night, was accompanied by high winds and continued until a late hour to-night, when the snow ceased and the wind subsided. Trains in all directions are from two to seven hours late, and in one or two instances they have been abandoned. The Panhandle connection of the New York train which left here at 11 a. m. for Cincinnati, is reported snow bound at Bulger station, between here and Steubenville.

ON THE NEW ENGLAND COAST.

New York, January 9.—Reports from points along the New England coast bring intelligence of a very large number of shipping disasters. Many coasting vessels were driven ashore, chiefly during the gale last night. Their crews suffered intensely from cold and biting blasts, many of them remaining on board their wave-washed vessels till late in the day. The life-saving crews were everywhere kept constantly busy and many difficult rescues were made. As far as reported no lives of the many imperiled were lost. Some of the shipwrecked seamen were severely frost bitten.

COLDEST SINCE 1852.

New Orleans, January 9.—A special to the Times-Democrat from Mobile, Ala., says: The weather here this morning was the coldest since 1852, the mercury marking 11 degrees above. The cold destroyed the largest cotton crop ever known. Plants out and under cover were killed. The loss will aggregate three quarters of a million dollars.

AT CINCINNATI.

Cincinnati, O., January 9.—Trains due in this city this evening are all late. The evening express on the Baltimore & Ohio road was not in at midnight, while the Ohio & Mississippi train is blocked at Trenton, Ill. The thermometer at midnight was 7° below. The New Orleans and Memphis boat did not depart this evening on account of high winds.

IN FLORIDA.

Jacksonville, Fla., January 9.—A gale has been blowing all day. At 8 p. m. the thermometer registered 31, and it is thought it will touch 26 before morning. Fears are entertained for the orange crop, not over half of which is yet gathered. At Pensacola this morning the mercury was down to 16° above zero.

AT NEW ORLEANS.

New Orleans, January 9.—The cold wave continues. The mercury here this morning registered 15° above zero, being 5° colder than was recorded any previous year. Dispatches from all sections of the state report the weather the coldest ever known.

AT BIRMINGHAM, ALA.

Birmingham, Ala., January 9.—To-day was the coldest ever known here. There has been a change of temperature of 55 degrees in the last forty-eight hours, and has been at or slightly below zero all day.

NEAR PORTLAND, ME.

At Portland, Me., damage has been done to shipping by the storm. Tugs are kept busy towing vessels in the harbor. Various sensational reports are in circulation but all that is definitely known is that a large number of vessels were outside last night and that three are wrecked afloat.

AT ATLANTIC CITY.

Atlantic City, January 9.—The storm here was one of the worst for many years. Houses were unroofed and the high tide did great damage along the sea front. The surf is strewn with sulphur, presumably from a wrecked vessel which is not in sight.

IN CANADA.

Toronto, January 9.—A violent snow and wind storm is raging throughout Ontario and Quebec to-day. The weather continues cold.

AT WHEELING.

Wheeling, W. Va., January 9.—The worst snow and wind storm experienced here in many years is prevailing.

ON MASSACHUSETTS BAY.

Boston, Mass., January 9.—Reports continue to come in from points along the coast which show that the storm of last night worked havoc among the shipping. A Provincetown dispatch says: A large fleet of schooners, including fourteen three-masted, were off Highland light at sunset last night, several of which reached Provincetown in safety, but many others were driven ashore or foundered together. No lives were reported lost, but the life-saving crews were kept busy and there were many narrow escapes.

The tug Confederate and the lighter Aid with two sets of divers bound for the bark Ibis, ashore on Stone Horse shoal, arrived last night for a harbor. These are the people about whom much anxiety was felt during the day in Boston. Captain Fisher, of the Peaked Hill Barge life-saving station, reports that an unknown three-masted schooner, which was about a mile at daybreak and finally went clear out in the bay. Her crew were in the rigging and the vessel had apparently lost her rudder and some sails. It was impossible to aid her. A number of coasters were probably blown out to sea. The wind reached a velocity of seventy miles per hour at one time.

LOST THEIR LIVES.

The schooner Juliet struck on the rocks during the gale to-day. She had six persons on board, three of whom lost their lives, Capt. B. P. Leach, Charles Tourgeon, mate, and James Dunn, steward.

AT GALVESTON.

Galveston, Tex., January 9.—The temperature has greatly moderated here during the past twelve hours. The minimum temperature this morning was 16° above, while at 2 p. m. it had risen to 32°. Last night was one of the coldest known on the island. Galveston bay is frozen over for the first time in many years. The schooner Randolph, a small coaster plying between Galveston and Wallisville on the Trinity river, is reported lost. She left Thursday evening just before the northern storm struck the coast and has not been heard of since. A schooner about the size of the Randolph is in sight, bottom up, drifting in the channel.

Paddy Ryan will Fight.

Troy, January 9.—Paddy Ryan, who is now in this city, received a telegram this morning, of which the following is a copy: NEW YORK, January 8.

To P. Ryan: Have matched you against Sullivan to fight in a room with five men aside present for \$250. Will you fight? Answer [Signed] JOE COBURN. Ryan answered the telegram this evening saying "Yes." When interviewed by a reporter Ryan said he was glad that such an opportunity was offered him to meet Sullivan.

A New Base Ball League.

Kansas City, Jan. 9.—Preliminary steps have been taken for the organization of a base ball club here with a capital of \$25,000. J. P. Sullivan will be the manager and the enterprise is backed by solid business men. It is proposed to organize the Western league composed of clubs from the following cities: St. Paul, Minneapolis, Milwaukee, Indianapolis, St. Joe, Kansas City and negotiations for that purpose are now in progress. Ground will be secured and a new ball park established here.

The Billiard Champions.

New York, January 9.—A match of 3,000 points for \$5,000 was consummated this afternoon between Schaefer and Vignaux. The backers of the two men had each previously put up \$1,500 and the final \$1,000 each was this afternoon placed in the hands of H. W. Callender, who is made the final stake holder. The match will be played the latter part of this month in some theater or hall yet to be selected. The match will occupy five nights, 600 points each night.

Believed to be Murdered.

Boston, January 9.—A Rutland, Vermont, special to the Herald says that a rumor is afloat there that McNeil, the defaulting president of the Lancaster bank was murdered by his accomplices in Vermont and not allowed to escape to Canada. Mrs. McNeil is represented as believing her husband is dead. The Boston detectives who recovered the bank's money, are in Rutland on the murder theory.

Closed Down.

Braddock, Pa., January 9.—The Edgar Thomson steel works closed down in all departments this evening because the converting men refuse to handle the hot metal made by new hands who had taken the places of the strikers.

A Veteran's Actor's Demise.

St. Louis, January 9.—N. M. Ludlow, the oldest actor in America and perhaps in the world, died at his residence here to-day, aged nearly 90 years. Mr. Ludlow was famous in his day, prior to thirty years ago.

THROUGH A BRIDGE.

A Freight Train Thrown into a River.

Birmingham, Ala., January 9.—A terrible accident occurred on the Louisville & Nashville railway at the bridge over Flint river near Wilhite's station, Morgan county, to-day. Two sections of a north bound freight train telescoped and part of the first section broke loose and remained on the bridge and was run into by the second section. The shock caused the collapse of the bridge, 100 feet of which was undergoing repairs. Five cars of the first section and the whole of the second, consisting of an engine and seventeen cars went down with the bridge. The wreck caught fire and eighteen cars were burned. John Johnson, fireman of the second section, fell under his engine and was drowned.

Henry Boteler, brakeman, was caught under a car and burned to death. Engineer W. D. Johnson, brother of the dead fireman, was fatally burned.

Conductor George Young and a negro brakeman named Thomas McCreery were seriously burned.

The freight consisted mostly of pig iron, which will be saved.

Conductor L. O. Harris, of the first section, swam across the almost frozen river to flag the northbound passenger train which was to come along in a few minutes.

WASHINGTON.

THE PUBLIC PRINTING.

Washington, January 9.—The joint committee on printing met to-day and agreed upon a standard of paper to be used for the public printing during the coming year. They directed the public printer to advertise for proposals for finishing the papers. The proposals will be opened in public at the capital on the 27th inst.

THE DRUMMERS' WAIL.

Representatives of the Commercial Travelers' association are to appear before the senate committee on commerce next week to endeavor to secure action by congress prohibiting the imposition of a license tax upon commercial travelers in any of the states or territories. A bill making the collection of such taxes a misdemeanor has been introduced by Senator Platt and is before the committee on commerce.

LOWELL IN A NEW ROLE.

Ex-Minister James Russell Lowell is expected soon to appear before the patent committees of the two houses with other gentlemen, who are interested in the movement for the establishment of an international copyright system, to discuss the measures pending before the committees upon this subject.

A SPECIAL EXAMINER.

James E. Taylor, of Tennessee, has been appointed a special examiner of the pension office.

WILL BE RETIRED.

Rear Admiral Earl English, who has just been relieved of command of the South Atlantic squadron, arrived in Washington to-day. He will be placed on the retired list next month.

RAISED THE GRADE.

The postoffices at Ravenswood, Ill., and Aberdeen, Kas., have been made presidential offices.

CUTTING DOWN EXPENSES.

Mr. Fairchild, as acting secretary of the treasury, has appointed Special Agents Montgomery and Tingle a committee to act in conjunction with Deputy Collector Berry in making a thorough examination of the customs service at New York City. They are instructed to ascertain and report the number and compensation of employees and the methods of doing business, and to suggest such changes as will result in a reduction of expenses and in a simplification of the business methods.

THE TEXTILE INDUSTRIES IN GERMANY.

Mr. Warner, United States consul at Cologne, has made a report to the department of state on the financial results of textile industries of Germany, from which it appears that next to the iron and steel industries, the textile branch occupies the foremost rank in the manufacturing interests of Germany. The latest statistics show that the share capital of all important companies engaged in this manufacture amounts to no less than \$36,000,000. Not many years back these companies amounted to only a few of any importance, but lately they have increased to about fifty large cotton mills in good working order and supplied with all the latest and most improved machinery and not unfrequently competing successfully with the leading cotton mills of Great Britain. Most of the mills are located in South Germany, where this industry is pushed with great vigor. Tables are given showing the interest yielded during the past four years on the capital invested in the principal companies. The total invested capital of forty-nine companies is estimated at about \$26,700,000. The greatest advance in the industry occurred between 1881 and 1883 and continued up to 1884, when a slight retrograde movement began. While the upward tendency has been checked and the decline for 1885 is not very marked, the fact remains that the good financial results, however, ought not to be regarded as discouraging in view of the present stagnant condition of the other great industries of Germany; for instance thirty of the large mining companies with an invested capital of \$50,000,000 paid in 1884 an average dividend of 3.4 per cent which in 1885 fell to 1.9 per cent.

THE PATENT CASE DECISION.

In the contest in the patent office between Escard and Drawbaugh, to determine the question of priority of invention of the form of the telephone in use in the signal office, the examiner has decided Drawbaugh to be the prior inventor.

THE PENSION Muddle.

There have been numbers of applications received recently at the interior department from widows of soldiers in the late war for the half pay which was granted by section 1,650 of the revised statutes, but which has been superseded by the pension

act granting pensions to widows. It is found that these applications are made at the suggestion of attorneys, who supply the necessary blanks accompanied by the statement that such widows are entitled to half pay in addition to their pension. This is not the case and an effort will be made to check such practices.

REFUSED TO ANSWER.

In the case of an application of a man who had relinquished a land entry to make a second entry where no specific tract is specified, the secretary of the interior has decided that such an application amounts simply to a request for a decision as to whether it would be allowed to make such an entry if it should at any time hereafter be desired, and that it is therefore a hypothetical question which the department has refused to answer.

CANNOT BE RE-ENTERED.

The commissioner of the general land office is directed to refuse hereafter to consider applications for a restoration of the right to make peremptory filing of homestead or timber cutting entries except when accompanied by an application to make filing an entry for one specific tract.

WAR ON JESUITS.

Prince Charles III Bitter Against the Sect.

Number of Suicides Caused by Gambling Losses.

London, January 9.—Prince Charles III., of the Monaco, and the Jesuits had a quarrel recently which has resulted in the Jesuits being driven from the prince's dominion. It seems that twenty years ago the Jesuits rented some property from the prince and opened a convent and school, the latter being for the instruction of Italian noblemen. Having built a handsome mansion at San Remo and removed the effects of the convent and the members of the order connected therewith to that place, the inevitable notoriety which Monte Carlo obtained through its gaming tables, the Jesuits asked the prince to repay them the sum of 299,000 francs they had spent in improving the convent. This the prince refused to do. The Jesuits seceded him, whereupon he expelled them from his domains. The subjects of the prince have implored him to rescind his order of expulsion, but he remains obdurate.

The International Monte Carlo committee at Nice has sent to all the European governments perhaps the most eloquent indictment of public gaming tables that have ever been written. It consists of a complete list of the suicides at Monte Carlo to the present time and it has been compiled in the hope of bringing collected action to bear upon Prince Charles, of Monaco, in whose personal interests the gaming tables are primarily kept going. The number of persons who, seeing themselves face to face with ruin have committed suicide upon the lovely rock during the last eight years is 1,820, a number equal to about one quarter of Prince Charles' subjects. The list states the name of each suicide, together with in many cases their letters of farewell. The major part of the victims were Italian, French and Russian and one-fourth were German. The English and American names are happily very few. Many of these poor creatures, it is asserted, were unceremoniously buried in pauper graves.

A Scheming Clerk.

Topeka, Kansas, January 9.—The suit against the Atchison, Topeka & Santa Fe railway company has attracted very little attention here. On inquiry about it the fact is developed, that the suit is brought by a man named Fletcher, who, about a month ago, brought a similar suit to set aside the purchase of the Sonora road. The officers of the Santa Fe say it is a stock jobbing operation but has entirely failed to depress the stock. They assert that they have made inquiries in Detroit where Fletcher lives and learned that he is a clerk in the office of the attorneys bringing the suit and it is a mere figurehead, the stock being really controlled by his employers, who are using it as a basis for suits. Fletcher, it seems, has only owned his stock two months, while this transaction which he seeks to have set aside occurred from three to seven years ago. The company's attorneys say there is no foundation for the suit and that it will be clearly shown that it is nothing but an attempt to effect the values of stock.

A K of L. Address.

San Francisco, January 9.—The Knights of Labor of this city have issued an address which has been sent to every district assembly of the Knights of Labor in the United States. The address entreats each assembly to use its influence on its representatives in congress to secure the absolute prohibition of Chinese immigration into the United States. It also asks each assembly to prevent petitions to congress praying for such legislation.

A Schooner Ashore.

Spring Lake, N. J., January 9.—The schooner Mary S. Farr, of Philadelphia, from Baltimore for Providence, is ashore on the outer bar and will be a total wreck. All hands were lost.

Victoria Will Preside.

London, Eng., Jan. 9.—Sir Henry Frederick, formerly private secretary to the queen, telegraphed to London this morning that she would open the forthcoming session of parliament in person.

A Watery Grave.

Boston, January 9.—The steamer Juliet, of Ellsworth, Maine, was driven on the rocks near Deer Island last night and the captain, mate and cook were drowned.

Indications.

Washington, D. C. January 10.—1 a. m. —For the Missouri valley: Warmer fair weather, northerly winds, becoming variable and finally shifting to southeasterly.

A TERRIBLE DEATH.

A Fatal Railroad Collision Near Wilmington.

Three Men Killed and Several Badly Injured.

Wilmington, Del., January 9.—At 7:45 this morning, the Wilmington & Northern train collided with two shifting engines that had been sent out from the station with snow shovels to clear the track. All the engines were running rapidly opposite the Hurland-Sollingsworth Co.'s tracks. The engines and train came together with a terrific crash. Three men were killed outright. Another is expected to die. Immediately after the collision the passenger

CAR TOOK FIRE.

from the engine furnace and the escaping steam added to the torture of the victims under the broken timbers. The fire department hurried to the scene and began playing on the burning timbers while others exerted themselves to get at the dead and wounded. The engineer, fireman and one of the shifting crew were horribly crushed, mangled, scalded and burned.

Following is a correct list of the killed and injured by the collision of locomotives here this morning:

KILLED.

Albert Jones, conductor.
George W. Brenton, telegraph operator.
Harry Aherns, brakeman.

INJURED.

Abel Lawler, fireman, burned and cut; injuries will prove fatal.
George Black, scalded and internally injured; cannot recover.
John Garry, yard master, concussion of the brain; will die.
J. J. Flynn, internally injured; conditional critical.
Samuel McMillen, conductor, seriously bruised and burned.
James A. Welby, train dispatcher, compound fracture of right leg.
Edward Coyle, engineer, head cut and bruised.
George Stanley and Joseph Wiggins, slightly cut and bruised.

Two Negroes Lynched.

New Orleans, La., January 9.—The Times-Democrat says: "A letter received from Johnsonville, Sunflower county, Miss., states that on the morning of January 9th, the bodies of two negroes, Emmett Keys and Nat Forbes, were found dangling from the bridge over Mound bayou. They were two of the four negroes who entered the store of E. L. Carroll, at Johnsonville, on December 27, and drove a hatchet into the back of Carroll's head. The murderers then secured \$300 in cash and a watch and escaped. They started for Arkansas but these two returned and were captured. Both white and blacks were engaged in the lynching."

NOT TEWKSBURY.

A Queer Poor House Muddle in Dixie.

A Girl Marries a Blind Pauper to Gain Admission.

The good people of the tar heel state in the neighborhood of Asheville, North Carolina are just now all broken up over the fact that a fair female as broken into the poor house and expresses her determination to stay there in spite of every remonstrance or effort to oust her. Uncombe county in which Asheville is situated is one of the northern most counties of the state and is in the mountainous regions, it is a county remarkable for its extremes from the most fertile valleys to the most arid hills and as a sequence the same diversity as to wealth and poverty marks the inhabitants of the different localities, hence it will be no surprise to those acquainted with the characteristics of the uneducated mountaineer, scarcely one degree removed from the aboriginal savage in anything, except his innate laziness to know that among them life in a poor house is considered no disgrace but on the contrary he who is so fortunate as to secure a berth there is looked upon as a lucky fellow by those.

Among the inmates of the Buncombe almshouse there has been, for several years a blind pauper, who is, at present, some forty years of age. Blind though he is, and poor as he is it seems this pauper, whose name is Wm. Brunley, is not unsusceptible to the tender passion. On the contrary, so much was he swayed by it and so successful had been his wooings that a few days ago he applied to the county register for a marriage license and obtained it. The two commissioners, hearing of the condition of the man, revoked the license. By hook or by crook he managed to obtain money enough to go over to Marshall, where he succeeded in obtaining a license, and was united in marriage by a magistrate. The woman then demanded and obtained a certificate of marriage, with which she proposes to secure a right of entry to the Buncombe poorhouse, but they were without means of getting back here. A subscription raised enabled them to purchase tickets to Asheville. They rode out triumphantly in a carriage to the poor house and took up their quarters. The question that now arises is whether the county is responsible for the woman who did not enter the institution in the form of a pauper but only by virtue of her union with a man who was a county charge. Both will probably forfeit their claim on the county.

In the meantime, however, there is war in the camp and the community is all agog to learn what great inducement their poor house offers as a family residence. Several meetings have been held and there is a strong inclination to send for Ben Butler to examine into the state of the institution, and in case of a failure to secure a proper reform any other way there is a number who favor securing the services of the Tewksbury ex-superintendent to regulate and tone down the Buncombe institution.